DeLorean World

Published Quarterly by the DeLorean Owners Association Volume 11, Number 4; 1994

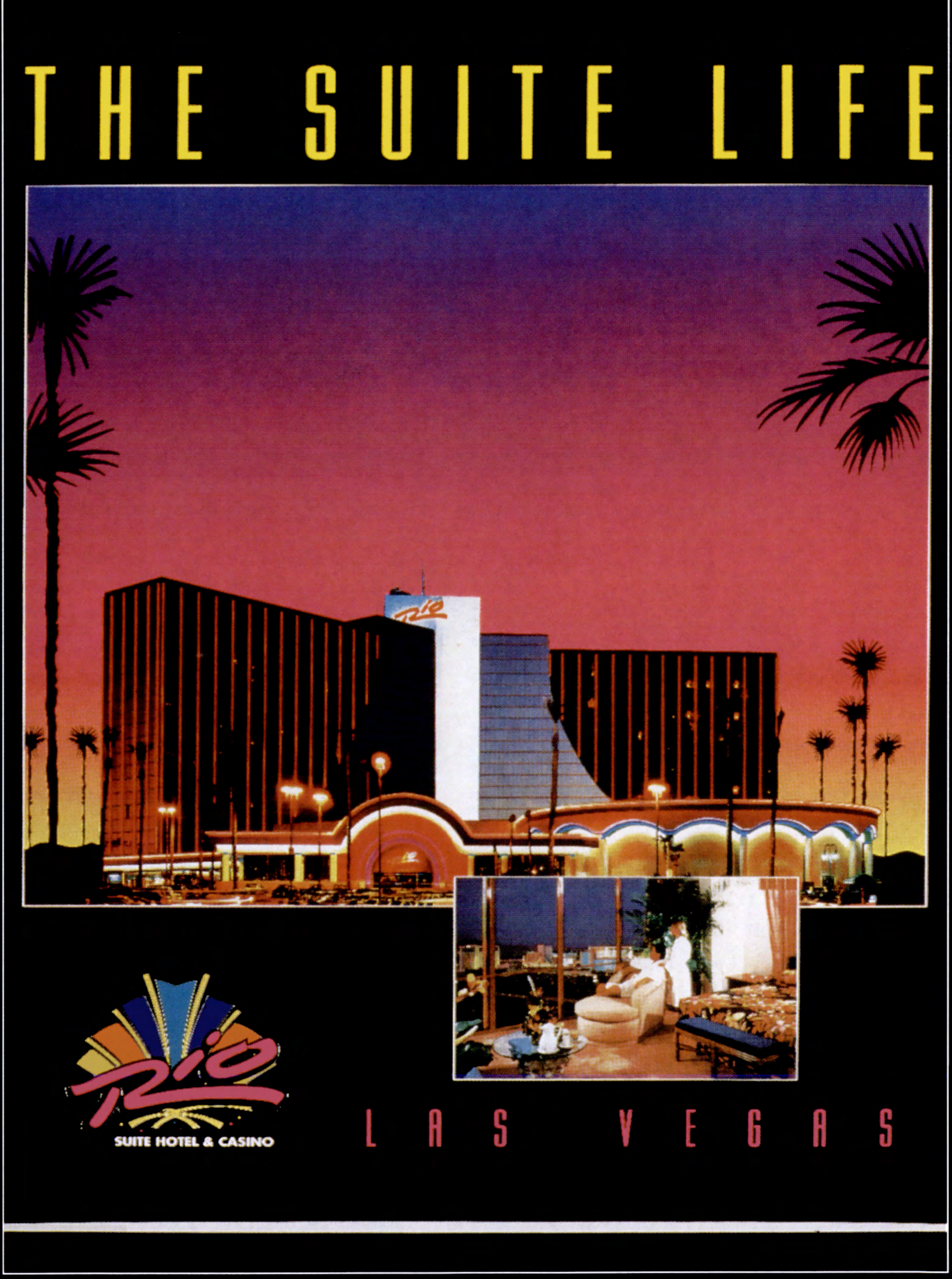
HOW TO CLEAN YOUR DELOREAN

COMPLETE DELOREAN WORLD INDEX

ONE LAP '94

MY LIFE AS A DELOREAN

DMC
STAINLES


THE SUITE LIFE
Rio
SUITE HOTEL & CASINO
LAS VEGAS

MARK YOUR CALENDAR - SEPT. 28 - OCT. 1, 1995

DELOREAN EXPO '95

COVER PHOTO:
Photo by Jerry Amalfitano
Vanderbilt Mansion Coach House
Lime Rock, Connecticut

DELOREAN WORLD

Volume 11, Number 4; 1994

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DeLoreanWorld

DeLorean World, Volume 11, Number 4; 1994

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PRESIDENT'S MESSAGE

By David Knudson

CHANGING AND PROGRESSING.

This last quarter was one of transition.

First and foremost, you'll notice that DELOREAN WORLD has a new editor – Jack Balderston.

Jack and his late wife, Phyllis, were among the first few people to join the fledgling Association over ten years ago. An heroic feat in itself. Both were extremely active on the board and assisted on virtually every event since then.

For years, Jack was Parliamentarian; shepherding the preparation of our bylaws and referring to Robert's Rules of Order more than once in our board meetings.

A couple of years ago Jack retired from an upper echelon position to relax and travel and "Oh, maybe I'll do a little consulting," I remember him saying.

Well, a little consulting now has him working harder than ever. So the board was exceedingly happy to hear he would take the reins of DELOREAN WORLD.

He's a writer, a creative, a thinker and a task-master–all the ingredients for a fine editor.

Our second major change is Activities Director. Mary Lou has stepped down and Linda Porter has stepped in. A board member for many years, Linda has always been very involved with activities. Her DeLorean is very special because it's the only one I know of that the doors open and it starts when you push a remote button!

My first official post on the board was Activities Director. I'll never forget the complaints about "rubber chicken" that I'd ordered for our first banquet. To say the least, we've come a long way.

THE ROAD TO RIO.

Linda Porter, our new Activities Director, has chosen The Rio in Las Vegas for our next event. In my opinion, it's the nicest facility there.

I particularly like their Copacabana Supper Club that is an upscale, hi-tech reproduction of the famous Copacabana of yesteryear.

Mark your calendar September 28 – October 1. You won't want to miss it!

THIS ISSUE.

This issue of DELOREAN WORLD features two articles that relate to "Back to the Future." Stephen Clark, the president of the BTTF Fan Club fills you in on his organization and Barbara Houston of Orlando gives you a behind-the-scenes glimpse of Florida's BTTF ride.

Eugene Tufaro, owner of DeLorean Gold in New York relives, once again, the harrowing One Lap of America.

Jack Balderston, our new editor, relates the trials and tribulations of being his DeLorean, VIN 2147.

In addition, Jack has gone to the monumental task of providing you with the most comprehensive directory of DELOREAN WORLD back issues yet published. This should prove invaluable to those of you interested in specific topics.

Our feature article tells you how to maintain the appearance of your DeLorean. It could only be written by Dorothy Bradley Gates. Dorothy developed the first comprehensive rules for our Concours. She has played an integral role in each of the Concours since then and probably knows the finite details of our cars better than anyone.

BOARD DEPTH.

Periodically, members say to me, "It seems only a handful of people do all the work in the Association." Nothing could be further from the truth.

If you'd take a moment to look at the list of board members on page 4, you'll see a long list of hard working people. Yes, some of the positions are higher profile than others but as you've seen in our appointment of a new Editor and Activities Director, our talent and capabilities run very deep indeed.

I've always felt that an organization that does not change or does not have the ability to change will grow stagnant and expire.

Both Linda and Jack are breathing new life into their new roles and we will all be the better for it.

AREA REGIONAL **CHAPTER CALENDAR OF EVENTS** FOR 1994 PAST–PRESENT–FUTURE

by Millie Bernstein, Area Regional Chapter Director

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and to get on their mailing list.

DELOREAN OWNERS ASSOCIATION

Linda Porter, Activities Director
(619) 436-9671

AREA REGIONAL CHAPTER 9

Southeast, Texas
Mary Ruth White, Coordinator
713-664-1833

AREA REGIONAL CHAPTER 12

Southern California
Ed Bernstein, Coordinator
818-993-0967

NOV 20	Petersen Automotive Museum Los Angeles

AREA REGIONAL CHAPTER 23

Ohio
Bob Trunick, Coordinator
216-772-4783

FALL	Autumn Leaf Tour

AREA REGIONAL CHAPTER 38

United Kingdom and Ireland
David Howarth, Coordinator
094-288-2331

AREA REGIONAL CHAPTER 39

Northern California
Tina and Gary Hall, Coordinators
707-538-1662

FALL	1994 Napa Valley, CA

AREA REGIONAL CHAPTER 22

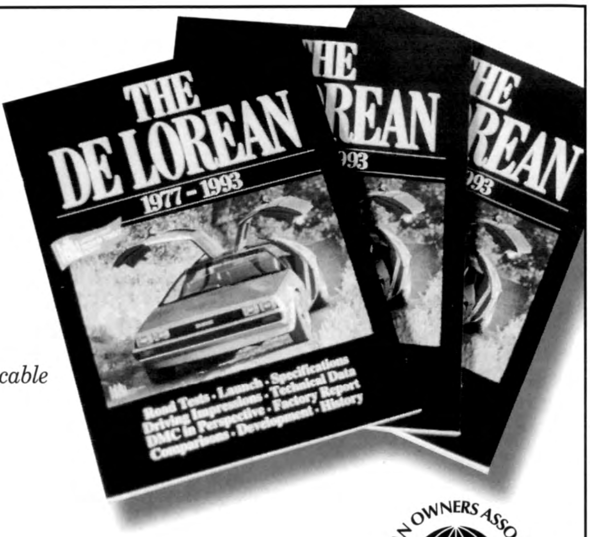
Massachusetts, Maine, New Hampshire
Dick Stride, Coordinator
802-889-3732

JUNE 12	Flag Day Parade in Framingham, MA
JUNE 19	Newport Motorcar Festival Portsmouth Abbey in Portsmouth, Rhode Island
JUNE 24 & JULY 22	Friday Night Cruise Night Leominster, MA

AREA REGIONAL CHAPTER 41

Oregon
Knut Grimsrud
503-297-7523

AUG 14	Inaugural Poolside BBQ Social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TechQuest

by John F. Truscott, Technical Director

Tech Quest is an ongoing feature of DeLorean World. Send me your technical questions about the DMC-12 and we will print as many questions and answers as we have space available. As Technical Director, it seems like an excellent way to share technical information with all of our members.

Mail your questions (typed or printed) to me, John Truscott at 879 Randolph Road, Santa Barbara, CA 943111-1030.

From: David Howarth - #4117
Manchester, England

Q: When my engine is cold, it starts on the first couple of turns. But after it has run long enough to warm up, it does not want to start again until the temperature goes back to cold. What is the problem and how can I correct it?

A: This is an often asked question, that many of us have experienced. There are a couple of main components that could cause the hard starting. One of the first and most probable, is the fuel pump, be sure you have the correct and updated pump for your car. The second common problem that can cause hard starting is the accumulator, which is located inside the main frame and ahead of your transmission; it can only be accessed from underneath the car. A good test to determine if the problem is lack of fuel, is to spray a shot of a good starter fuel into the air intake vent (right rear duct), and then try to start the engine. If it starts and runs okay, one of the above will take care of the problem.

From: Hiro Takahashi - #4118
High Hill, MO

Q: I would like to put custom wheels on my car, do you know what will fit?

A: Most of us are purists when it comes to our cars, but I have seen a few custom rims on a few cars. I have no idea where to tell you to look for replacement rims/wheels, but I can tell you the fronts are 357mm x 153mm (14" x 6"), and the rears are 381mm x 203mm (15" x 8"). Hope that helps.

From: Bruce Lasuta - #4576
Sechelt, B.C. Canada

Q: After driving my car far enough to reach normal operating temperature, I notice the catalytic converter gets extremely hot, even smoke comes from the outside surface. Is this normal, or do I have a problem?

A: What you have described is not uncommon for a car with relatively few miles on it. All catalytic converters get extremely hot, we even find a heat shield attached to them for protection in case of high grass situations. The smoking you describe usually stops after a car has been driven a few thousand miles or so.

From: Many requests over the phone.

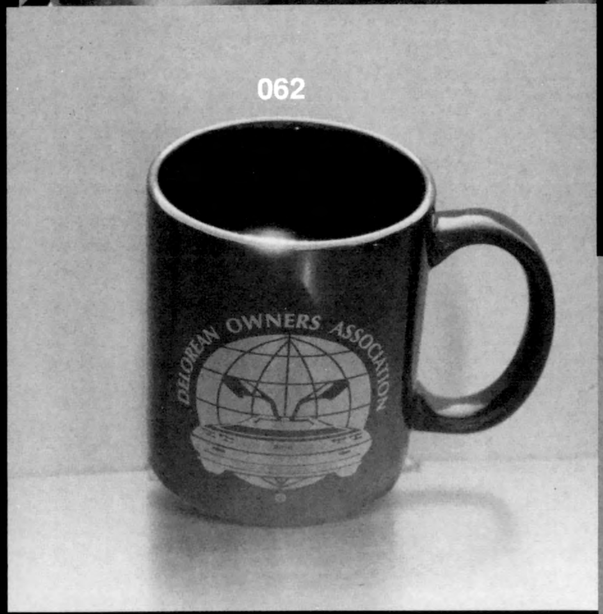
Q: Is there a list of parts that interchange with the DeLorean parts?

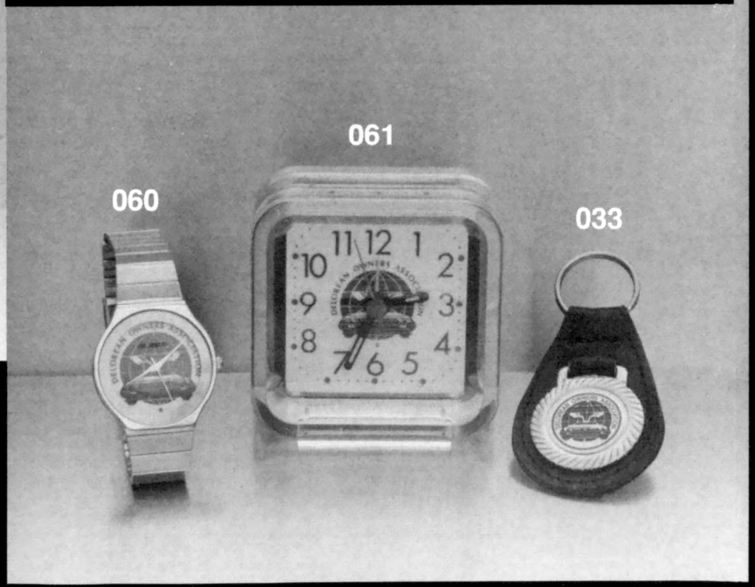
A: There are a few parts I have heard of that will work on our cars, but I do not know of anyone who has set down on paper a list of O.E.M. parts that will replace or work well on a DeLorean. Many of the parts with a shelf-life, are being re-manufactured to original specs, and are available through our service facilities.

002
012
012P

ALAN HANNA
First Production Superintendent
STEVEN SPIELBERG
Film Producer

059





$ $ $ Holiday Specials $ $ $

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Prices effective through FEBRUARY 1995

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061	**Clear Lucite Desk / Travel Alarm Clock** with Black Association Logo on Face.	**$15.00**
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006	**Black or Silver Tee Shirt** with small Association Logo. M, Lg, XLg XXLg & XXXLg	**$12.00** **$15.00**
006	**Williamsburg Expo ' 94 Blue Tee Shirt. Limited Quantity!** XLg only	**$16.00**

VIDEOS AND MAGAZINES

059	**"Back from the Future"** VHS Video. Historic half hour video of DeLorean factory, early prototypes, the Association, "Back to the Future" ride in Florida. Produced by Robert Lamrock, Ulster TV	**$36.95**
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DW-6	Package of any 6 Original Issues	**$50.00**
DW-12	Package of any 12 issues with '**049**' binder	**$100.00**
049	**Original DeLorean World Binder** with Logo; silver and black; holds 12 magazines	**$12.00**
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Contact **Marcie Haug - Products Director** for more information.

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$ 55.01 to $ 70.00	**$7.00**	$200.01 and above	**$15.00**

T-SHIRT contest

If you've ever wanted to design a T-shirt, this is your big chance; the DeLorean EXPO '95 T-Shirt Design Contest. You can commemorate the Las Vegas '95 convention with a shirt design, and enjoy the thrill of seeing 400 people wearing it!

Here are the design specifications:

- maximum size of artwork: 13" wide x 14" high
- maximum 3 colors (2 for dark colored shirt)
- must include the following:
  DeLorean EXPO '95
  Las Vegas, Nevada
  September 28 - October 1
  Association logo
- indicate size and placement of the Association logo. We will add a photostat of the actual logo to your specification
- submit full size and full-color artwork to:
  Linda Porter
  8960 Carroll Way
  San Diego, CA 92121

Entries are due by March 31, 1995. The winner will receive two free shirts (one to wear, one to keep), a beautiful plaque, and a his/her photo in DeLorean World magazine.

Be sure to include the following information with your artwork:
your name
your address
your phone number
your membership number

The contest is open to all Association members. Final selection will be made by the members of the Board of Directors, who don't know art but know what they like. The winner will be announced in the June issue of DeLorean World.

DELOREAN EXPO 94

DELOREAN OWNERS ASSOCIATION
FESTIVAL ON THE LAKE
SEPTEMBER 30-OCTOBER 2, 1988
TAN-TAR-A/LAKE OF THE OZARKS

DELOREAN
EXPO '89
CAPE COD · OCTOBER · 1989

DELOREAN
EXPO 91
DELOREAN OWNERS ASSOCIATION

BulletinBoard

HIGH MILEAGE CARS, PLEASE CALL IN!

DeLorean World plans to publish once a year a list of cars that have been driven over 100,000 miles as evidenced by their odometer. We believe there are quite a few high mileage cars by now and plan to make this an Honor Roll of cars. If your car has over 100,000 miles on it, please send a postcard or letter to:

Jack Balderston, Editor DELOREAN WORLD
7 West Yale Loop, Irvine, CA, 92714

and on it note the following: VIN number (last four digits only, on left side of dash board near the windshield), mileage per odometer, date, and name(s) of owner.

The first honor roll list was published in Vol. 10, No. 4 and showed only five cars. We know there are more than that! The next list will be published in the Spring issue (Vol. 12, No. 1)

Classes in the honor roll are for 100,000 miles, 150,000 miles, 200,000 miles and every 100,000 miles above that.

ARTICLES WANTED

DeLorean World prints technical articles about the car, articles about events in which the cars or their owners have participated and articles about the DeLorean Owners Association members and association and chapter activities.

We have no reporters or stringers. All articles are written by members. To encourage members to write and submit articles, we offer to pay $50 for each major article we print. Text and associated photos or drawings should be submitted to the Editor, DeLorean World, care of :

Mr. Jan Detanna
1721 Victory Blvd.
Glendale, CA 91201

The editor's judgment on what to accept and print is final.

The $50 incentive does not extend to brief technical notes or to brief notes on Chapter activities, both of which we want to receive and print.

COVER PHOTOGRAPHS

Members are invited to submit photographs or drawings involving the car in interesting settings which will make an exciting cover for an issue of DeLorean World.

Photographs should be 4 x 6 and must be printed vertically. The cover page is a vertical 8 1/2 x 11 and the picture must cover this entire area without cropping any part of the picture that we want to see. The top of the photograph must allow the masthead to be printed over the photo without covering an important part of the picture. See any issue since Volume 10, Number 1 for the cover layout.

NESTLÉ CRUNCH T-SHIRT OFFER!

Nestlé has an offer on their current chocolate bars for a Universal Studios white silk-screened T-shirt made out of 100% cotton. These shirts display Hollywood and Florida attractions such as Back to the Future...The Ride, and come in four sizes S, M, L, and XL. Two proof-of-purchase and $13.95 (CA residents add sales tax) are required for each shirt ordered.

Also each Crunch candy bar has one of ten different attraction rides imprinted onto the candy itself. And yes, one of these ten is a chocolate DeLorean! See the outside wrappers on Nestlé Crunch chocolate bars for additional details. This offer will expire on 03/31/95.

(courtesy Hill Valley Telegraph)

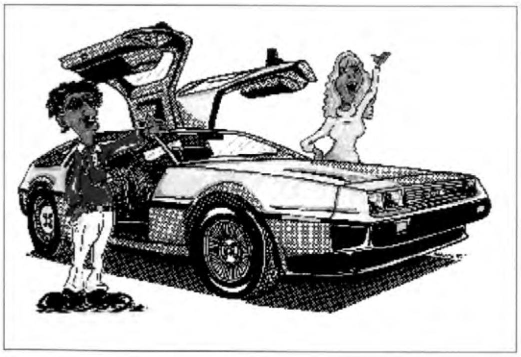


Illustration by the son of avid DeLorean owners and board members Tom & Barbara Gomez.

MCDONALD'S will be selling the first Back to the Future movie on VHS beginning November 18 for their annual "Holiday Film Festival" promotion. A premium price for the video is expected to be between $5.98 and $7.98 each with the purchase of a large sandwich. If you've never purchased your own copy of this film, there will be no better time than this to add it to your collection or to give it out as Christmas gifts!!

(courtesy Hill Valley Telegraph)

HOLD THIS DATE!

Linda Porter, Activities Director

I am not the type to map out a 5-year plan for my life and to set out to make sure I stay on track. I tend to take things as they come along, detours and all. But I'm making an exception for September 28, 29, 30 and October 1, 1995. I know exactly where I want to be.... The Rio, in Las Vegas, Nevada.

These are the dates on which the DeLorean Owners Association will gather for EXPO '95. The Rio Hotel is the place, and what a place it is! With its bright red and blue glass structure and a colorful Brazilian theme, it has the look and feel of excitment (kind of like our cars!).

I toured the hotel in July. Every guest room is a suite, luxurious and affordable. There are plenty of restaurants, including an international buffet. There is even a bakery where you can purchase those goodies to eat with your morning coffee. "Conga!" plays nightly in the elegant showroom, a room reminescent of the Las Vegas showrooms of 20 years ago.

The hotel even has a beach. I know you're saying, "Las Vegas is in the middle of a GIANT beach!" But I'm talking about a white sand beach with beach volleyball, beside two sparkling blue pools (this is not a Mirage!)

So mark these dates on you calendar now and make plans to join me in Las Vegas for four busy, exciting, fun-filled days.

In the meantime, try to relax and enjoy any detours you come across. Sometimes these detours can take you to some pretty interesting places.

GRUELING IS HARDLY THE WORD

by Eugene Tufaro,
Staten Island, N.Y.

It was May 5, 1994. I was waiting at the Race Rock Diner in Fraser, Michigan to start the *One Lap of America,* which has got to be one of the toughest tests of a passenger car that exists today. My car, given the number 47 by the officials, was stock as delivered from the factory, except I had added a sway bar, trailing arm support, transmission strap, and a NOS fuel injection system (see box on page 36 for description of the NOS). Bridgestone tires was one of the race sponsors and they provided a set of their Portenza tires which I installed for the duration of the event.

Terrence Tufaro, my cousin, and I had signed up to drive this 5,200 miles, six days and nights event. It is virtually non-stop, driving day and night from one race track to the next and pausing at each to race against the other cars in our class. There was only one night when we would not be driving through the night and this was a 10 hour stop at the mid-point of the event in Arizona (see map and Time Schedule on pages 12 and 13). Tiring? Yes. We each slept, or tried to, while the other was driving. Would I do it again? Also, yes. It was exhilarating. And the car behaved without problems, except one involving a tire. Fortunately, Bridgestone was there with a truck equipped to handle almost any emergency and we took advantage of this.

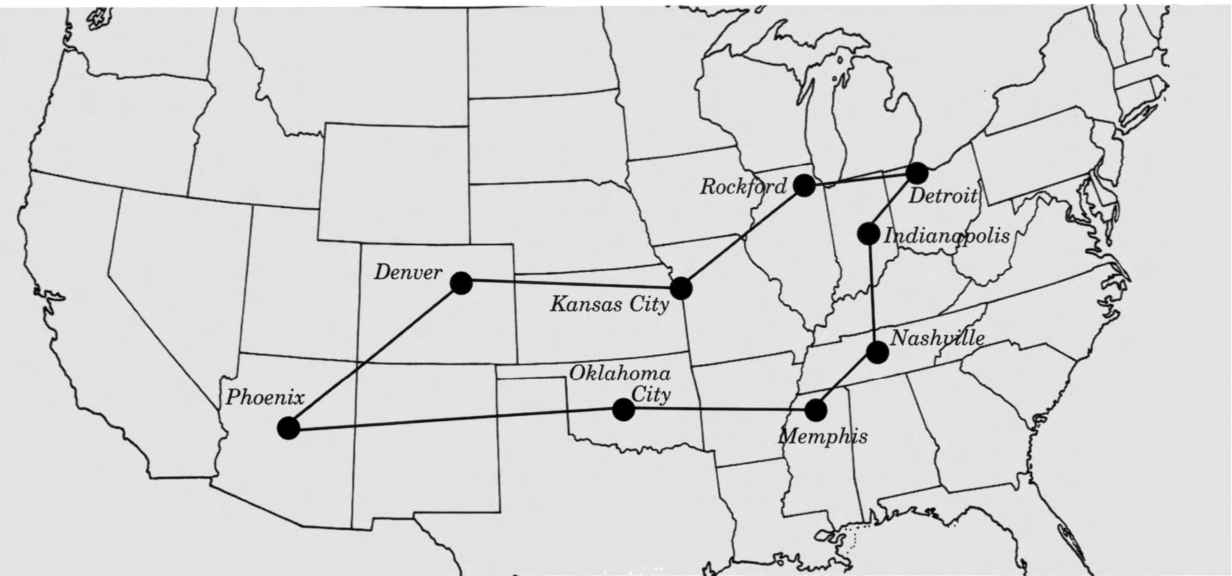
THE CARS

There were 72 cars entered in a large number of classes – I did not count them all. My DeLorean was in the “Special Sports, American” class along with an ’81 Camero, a ’73 Challenger brought in from Norway, and a ’72 Duster. I think we should have been in the “Special Sports, Imported” class that also had four entries – two Jaguars, a Porsche and a BMW. Other cars of note in the race were a ’69 Camero which won the Vintage American class, a ’66 Corvette in this same class unfortunately blew an engine, an ’85 Porsche 911 which was in the race for the fourth time and was first of 17 cars in the Special G. T. class, an ’87 Ford Sierra brought over from England and driven by a woman that placed fourth in that class, and a ’91 Shelby Cobra which finished 17th.

HIGHLIGHTS OF THE TRIP

The start was at night. We drove 400 miles to Beloit, Wisconsin arriving in the early morning. Unlike previous *One Lap* events, this year did not require split-second arrival times at each check point. At several locations along the longer stretches, there were photo-controlled stops where we had to take a Polaroid picture of a sign to prove we had in fact passed through that position. Otherwise, we could proceed at whatever pace we desired as long as we arrived at the next stop point by the time indicated. All 72 cars raced at each of the nine tracks along the route and we were given numbers to

Below: Route of One Lap of America, 1994. The start and finish is near Detroit. The circles are the locations of the race tracks.



MEXICAN HAT

Polaroid taken at photo control stop to prove that the car has followed the approved route

show the order in which to race. We always went in that same order, regardless of whether we had just reached the course or had been sitting around trying to rest for a couple of hours.

By the second day, I was saying to myself: "I cannot believe they are doing this to us." We had had no sleep except for an hour or so while the other partner was driving. When the cars were pulling into pit row at each race course the noise of the cars and by the Public Address announcer was enough to keep anyone awake. At sunrise at the Hallot race track, in Oklahoma, they even played a chicken song over the P.A. to wake up those fortunate enough to have grabbed some sleep. It had been raining and we were using big plastic garbage bags to stay dry on the wet grass!

CAR AND DRIVER
BRIDGESTONE
47
POTENZA

Number 47 gets ready to race

At one point, while my cousin was driving and I had been dozing, I woke to find my partner – a conservative driver who always does 65 mph on the road – doing 140 mph! When I looked at him, he said with a smile "I like this car, the faster you go, the better it handles." I told him I know that, but could he slow down and keep the rpm's around 3500!

At the Second Creek Raceway in Denver it was 95 degrees. From there we headed up into the Rockies. When my partner woke me to relieve him driving, I opened the door and found snow on the ground. We actually had to turn on the heater. That afternoon we reached Phoenix, Arizona. It was May, but the temperature was 110 degrees. While we were at the Firebird International Raceway, people were throwing ice onto their engines and brake rotors to cool them off. Through all of this, our DeLorean held up well. All of this has given me an even greater respect for the car.

I had had one overheat problem earlier, due to a faulty relay controlling the cooling fans. I certainly missed that fan-fail cooling light. I inserted a jumper wire and there were no more mechanical problems.

THE RACE TRACKS

There were some tricky moments on the tracks. At the Road America track in Wisconsin, I was coming down the back straightaway at 100 mph and quickly had to brake and slow down to second gear to make a hairpin right hand turn. At Hallot, I watched a Corvette sending a trail of sparks from the front rotors as he braked into the tight turns.

At the Memphis Motorsports Park in Tennessee, a tornado had touched down a few hours before we arrived, and smashed a whole section of the grandstand. When I asked what had happened, an official at the track explained "It was one of those back-from-the-future DeLoreans coming in from a trip to the past." Such is fame. It was at this same track that I was using both feet so I could go faster by applying both brake and gas at the same time. However, at one point I momentarily hit the brake instead of the clutch. It was a real eye-opening experience.

continued on page 36

1994 O.L.A. TIME SCHEDULE

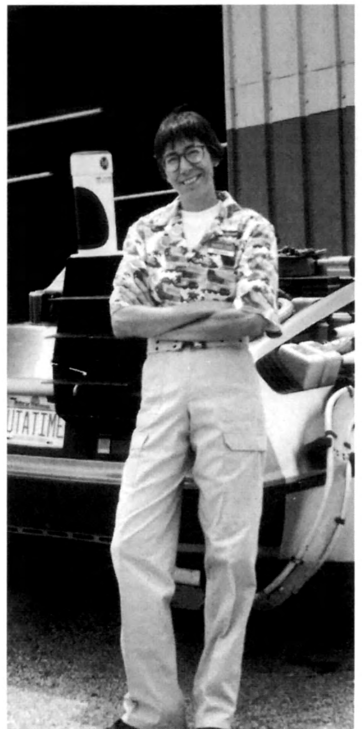
LOCATION	ACTION	OVERALL MILEAGE	INC. MILEAGE	TIME ALLOWED	AV. SPEED	DATE & TIME (EASTERN)	TIME OF DAY (LOCAL)
Race Rock Motor City Diner. Frazer, MI (Registration, Tech. and Start)	START	0.00	401.17	12:00	33.43	6/5/94 22:00	10:00PM
Blackhawk Farms. Beloit, WI (Road course solo event.)	ARRIVE	401.17	401.17	12:00	33.43	6/6/04 10:00	9.00 AM
Blackhawk out. (Rally section to R.A.)	DEPART	401.17	0.00	1:45	0.00	6/6/94 11:45	10:45 AM
Road America. Elkhart Lake, WI (2 Road course solo events) & lunch	ARRIVE	549.97	148.80	3:05	48.26	6/6/94 14:50	1:50 PM
Road America out. (Rally section to Holm's.)	DEPART	549.97	0.00	3:50	0.00	6/6/94 18:40	5:40 PM
Holm's Radiator (Passage control.)	PASS	981.44	431.47	7:20	58.84	6/7/94 2:00	1:00 AM
Heartland Park. Topeka, KS (Road course solo event.)	ARRIVE	1255.51	274.07	5:00	54.81	6/7/94 7:00	6:00 AM
Heartland Park out.	DEPART	1255.51	0.00	2:00	0.00	6/7/94 9:00	8:00 AM
Second Creek Raceway. Denver, CO (Road course solo event.)	ARRIVE	1793.38	537.87	9:00	59.76	6/7/94 18:00	4:00 PM
Second Creek out.	DEPART	1793.38	0.00	2:00	0.00	6/7/94 20:00	6:00 PM
Fairplay, CO (Photo passage control.)	PASS	1898.01	104.63	3:00	34.88	6/7/94 23:00	9:00 PM
Gunnison, CO (Photo passage control.)	PASS	2012.92	114.91	3:00	38.30	6/8/94 2:00	12:00 AM
Mexican Hat. UT (Photo pasage control.)	PASS	2329.11	316.19	6:00	52.70	6/8/94 8:00	6:00 AM
Firebird International Raceway. Phoenix, AZ (Road course solo, drag and bracket drag.)	ARRIVE	2683.29	354.18	8:00	44.27	6/8/94 16:00	1:00 PM
Firebird out.	DEPART	2683.29	0.00	4:00	0.00	6/8/94 20:00	5:00 PM
Scottsdale Radisson Resort. Scottsdale, AZ (Overnight stop.)	ARRIVE	2712.73	29.44	1:00	29.44	6/8/94 21:00	6:00 PM
Scottsdale Radisson out. (Passage control.)	DEPART	2712.73	0.00	14:00	0.00	6/9/94 11:00	8:00 AM
Show Low, AZ (Photo passage control.)	PASS	2881.34	168.61	3:15	51.88	6/9/94 14:15	11:15 AM
Socorro, NM (Photo passage control.)	PASS	3085.60	204.26	3:50	53.29	6/9/94 18:05	4:05 PM
Mountainair, NM (Photo passage control.)	PASS	3149.96	64.36	1:15	51.49	6/9/94 19:20	5:20 PM
Clovis, NM (Photo passage control.)	PASS	3331.68	181.72	3:00	60.57	6/9/94 22:20	8:20 PM
Hallett Motor Racing Circuit. Hallett, OK (Road course solo event.)	ARRIVE	3794.23	462.55	8:40	53.37	6/10/94 7:00	6:00 AM
Hallett out.	DEPART	3794.23	0.00	2.20	0.00	6/10/94 9:20	8:20 AM
Memphis Motorsport Park. Memphis, TN (Road course solo event.)	ARRIVE	4247.71	453.48	7:40	59.15	6/10/94 17:00	4:00 PM
Memphis Motorsport Park out.	DEPART	4147.71	0.00	1:50	0.00	6/10/94 18:50	5:50 PM
Bridgestone Tire Co. Nashville, TN (Required Media-Sponsor stop.)	ARRIVE	4467.51	219.80	3:40	59.95	6/10/94 22:30	9:30 PM
Nashville out.	DEPART	4467.51	0.00	1:30	0.00	6/11/94 0.00	11:00 PM
Putnam Park Road Course. Mt. Meridian, IN (Road course solo event.)	ARRIVE	4795.46	327.95	7:00	46.85	6/11/94 7:00	6:00 AM
Putnam Park out.	DEPART	4795.46	0.00	2:00	0.00	6/11/94 9:00	8:00 AM
Waterford Hills Road Course. Waterford, MI (Road course solo event.)	ARRIVE	5163.85	368.39	6:30	56.68	6/11/94 15:30	3:30 PM
Waterford Hills out.	DEPART	5163.85	0.00	2:00	0.00	6/11/94 17:30	5:30 PM
Race Rock Motor City Diner. Fraser, MI (FINISH AND AWARDS CEREMONY)	FINISH	5199.23	35.38	0:45	47.17	6/11/94 18:15	6:15 PM

INSIDE THE RIDE

by Barbara Houston, Orlando, Florida

It seemed like the only natural location for a card-carrying Back to the Future buff and DeLorean devotee. I was thoroughly enjoying myself at my original Universal Studios Florida haunt – I was working at the Ghostbusters show – but I wanted desperately to transfer to Back to the Future…The Ride for several reasons. First, who better to promote …The Ride to the guests than a fan? Even better, a rabid fan? Second, I wanted to learn all of the internal workings of …The Ride. I'm one of those people who always wants to know all the details of how things function and why. Also, the idea of roaming the rooms and corridors of the Institute wearing an outfit identical to Doc Brown's really tickled me (I'm still trying to figure out how to make one of the train shirts part of my own personal inventory). And I thought that - just maybe - considering my experience with my own DeLorean, they'd allow me some sort of access to Doc's DeLorean time machine. I hadn't thought far enough ahead to consider what kind of access that might be, but hey, access was access! Maybe I could start off polishing the time circuits and move up to – gasp! – actually driving the vehicle from its storage spot at Tech Services to its display area in front of the Institute of Future Technology. Just the thought made my head swim.

The Institute was founded by Doctor Emmett Brown in May of 1991 after he and his family returned to the present – for good – in his time-traveling train, which is parked just north of the building. The story goes that Doc, having invented a new improved 8-passenger DeLorean time machine is welcoming volunteers to try it out. But Biff Tannen, after having stowed away during an experiment being conducted by the Institute in 1955, pulls the plug – literally! – on the operation and steals another 2-passenger DeLorean time machine and disappears into the ether. The Doc, having been locked in his lab, recruits his volunteers to track Biff down and bring him back to the present, with Doc piloting his new DeLorean via remote control. The result, to say the very least, is jaw-droppingly astonishing.



The author, Barbara Houston.

(As a side note, it must be assumed that Biff stowed away on the time-traveling train, not in Doc's standard DeLorean time machine. We all know the only things that fit in the luggage compartment of the DeLorean is a folded car cover and several bags of groceries that have been creatively arranged so that most items are resting on their sides.)

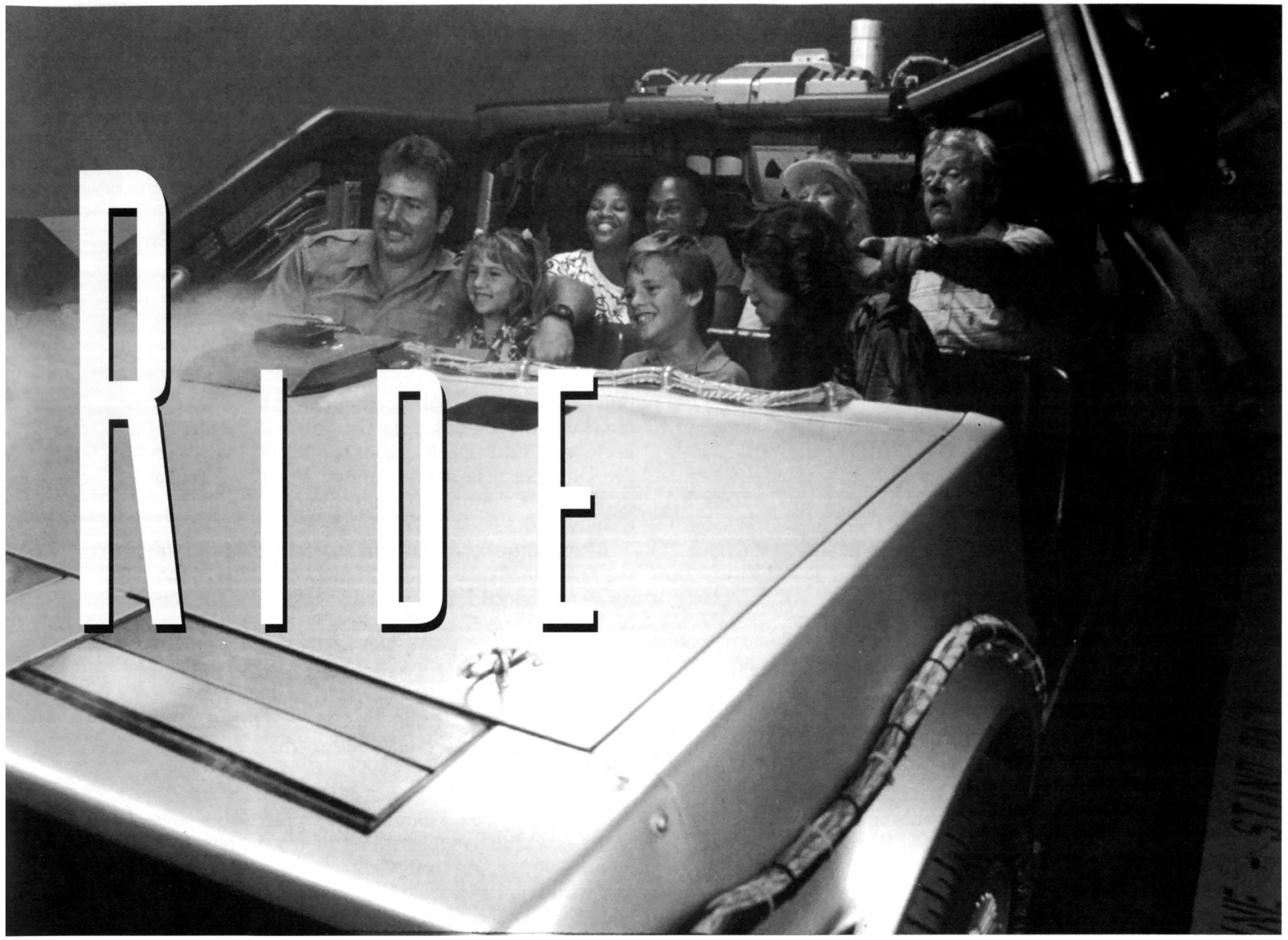
The show begins in the queue area and continues into the Institute with new and original video and music, and props that further the story and set the scene (perhaps my favorite item is Doc's bullet-proof vest complete with flattened slugs – that he wore the night of his 'first' time travel experiment at the Lone Pine Mall in 1985).

But when the Institute's garage doors open and volunteers clamber into the new time machine is when the story launches itself into high gear, flawlessly blending vivid imagination with high technology.

The two-ton flight simulator cars are created to look just like stubby DeLoreans – modified, of course, to hold eight time-travel volunteers. The detailing of the time machine is exact, inside and out. Along with all the vital time-traveling circuitry, there's a monitor in the dash through which you are kept in contact with Doc and Biff, and which displays important graphics, as well. Enormous scissor-lifts elevate the ride car eight feet into the air to be surrounded and engulfed by its high-speed aerial chase through time.

It's a very common thing for me to welcome the volunteers back and have them be thoroughly stunned at what they've just experienced. Nothing can touch …The Ride. Nothing. It has no peer. Perhaps they would be even more bemused if they were able to experience …The Ride from the bottom, as well. It's an amazing sight – the lights and video flashing around you, the exciting music, and the flight simulator stretched high above you running through its intricate, hydraulically powered maneuvers. It's deeply impressive.

The movement the building endures each day is equally impressive. The Institute contains 24 ride cars on three levels – the first houses six simulators, the second ten, and the third level has eight. These are then divided in half and contained in two seperate 7-story high domes to keep the traffic of volunteers flowing in and out of the Institute at a fairly even pace. When the cars are flying, you can not only feel the building twist and turn itself with the cars' efforts, but from the interior corridors, if you look closely, you can actually see it as well.



Back to the Future…The Ride. Photo courtesy of Universal Studios

It's endlessly facinating to me to wander down the corridors that seperate the two domes and hear the film's soundtrack and people screaming at the tops of their lungs behind the walls (and Aaaagguuhhhaaaaa!!! is the same in every language!). There has never been anything like ...The Ride. It's creativity and originality are boundless, as well as its ability to exceed all expectations – and those expectations are very high indeed. Frequently, while talking with guests just beginning their wait – and sometimes moaning about that wait – in the queue, I give them an unequivocal guarantee that …The Ride is worth the wait. And they tell me that's what they've heard. And it's common for me to hear comments from volunteers exiting …The Ride about the length of time they stood in line – perhaps as long as 90 minutes – and that …The Ride was worth the wait. Was worth every minute of it. When I welcome the volunteers back from their successful mission of bringing Biff back to the Institute they are often overwhelmed by what they've experienced (perhaps my favorite example of this was from a foreign gentleman who extended his hand to me and said, haltingly, "Congratulations." He gestured around him at the DeLorean, the dome, the garage. "Congratulations!") That I actually helped to intensify these peoples' experiences and perceptions of …The Ride with my contributions of dialogue and attitude is extremely gratifying to me.

What more could a card-carrying Back to the Future buff and DeLorean devotee want? Well, I'm still waiting for my opportunity to drive the time machine, and the ultimate for me would be to actually meet and speak with Christopher Lloyd (and maybe go for a spin in the DeLorean!). But hey, – who knows what might happen in the future?

THE BACK TO THE FUTURE FAN CLUB

by Stephen M. Clark
President of the Back To The Future™ Fan Club

Back To The Future.™
What comes to mind when you hear these four words? The DeLorean? Time travel? Michael J. Fox? Christopher Lloyd? A classic Steven Spielberg film? To an elite group of fans known as The Back To The Future™ Fan Club, **all** of these and a whole lot more comprise the phenomenon known as the *Back To The Future* series.

ORIGIN OF THE FILM

The concept for *Back To The Future* was originally conceived by screenwriters Bob Gale and Robert Zemeckis in late 1980, around the same time that the first DeLoreans were coming out. The film eventually found its way to the silver screen almost five years later, backed up by Universal Studios and Steven Spielberg's Amblin Entertainment. The cast combination, ingeniously made up of Executive Producer Steven Spielberg (*Jaws, Close Encounters Of The Third Kind, E.T.*), Director Robert Zemeckis (*Romancing The Stone*), Actors Michael J. Fox (*Family Ties*) and Christopher Lloyd (*Taxi*), and a time-traveling stainless-steel DeLorean, helped make it the top grossing blockbuster of 1985 (upwards of $210 million in the U.S. alone). Ever since its theatrical debut on July 3rd, fans across the globe have been discussing all of the intricate little details that comprise the three movies and themepark ride, and still view the films as their favorite time-traveling tale of all time. With fourth dimensional subjects such as a possible "other" Marty McFly, the Twin Pines Mall/Lone Pine Mall transformation, the number of DeLoreans in the year 1955, and legions of others, the topics never get boring! It was inevitable that these fans would someday find one another, and an organization of fans would be formed.

THE FAN CLUB

The Back To The Future™ Fan Club was conceived just over two years ago. Bob Boyce, the club's founder, contacted Screenwriter/Producer Bob Gale in the Summer of '92 to acquire permission to begin a new fan club for the series, since the original officially licensed fan club for the series had folded a year earlier. Once permission was granted, Bob Boyce began seeking fans worldwide to join with him in a new chapter of the *Back To The Future* saga.

At the same time, I was also searching for fans of the series to start a fan club. I had been a fan of the series ever since 1985 and had always loved the concept of time-travel, but after reading a series of articles in the mid-to-late '80s based on the science and logic of the series, I had quickly become what the industry defines as a "Backie" (the *Back To The Future* version of a "Trekie"). I had been in contact with a few fans for several months, which in a long chain of events eventually led me to also come into contact with Bob Gale's office at Universal Studios by early October 1992. I found out from Mr. Gale's office that a new club had already been formed a few months earlier, and they gladly placed me into contact with Bob Boyce from Lakewood, California. Bob and I quickly became friends, as our individual goals and plans for operating a fan club promptly became one set of goals, and a partnership was born.

At the time I had met Bob, he had already published two newsletters on his home typewriter, which were highly enjoyed by the club's charter members. But it soon became obvious to the both of us that as we grew, the production of a quality newsletter needed to be a top priority within our publication goals. My career background is in Computer Information Systems, so beginning with the fourth newsletter, all publication of the newsletter became my area of expertise. The newsletter soon brought on a life of its own, along with a new name that all fans would easily recognize: ***Hill Valley Telegraph***, which was the name of the fictional newspaper briefly seen throughout the films.

OUR PURPOSES

The focus of the fan club is in promoting all aspects of the entire *Back To The Future* series. We have fans

We have fans from virtually every pivotal viewpoint of the series...

from virtually every pivotal viewpoint of the series, because so many factors make up the genre. The membership is made up of fans of the entire series (the movies, rides, and cartoons), the storyline and characters of the films (Hill Valley, Marty McFly, Doc Brown), the actors and actresses (Michael J. Fox, Christopher Lloyd, Lea Thompson, Thomas F. Wilson, Mary Steenburgen, Elisabeth Shue, Crispin Glover, etc.), the directors and producers (Steven Spielberg, Robert Zemeckis, Bob Gale, Neil Canton), the DeLorean time machine, the music from the films (Huey Lewis and The News, ZZ Top, Alan Silvestri), time travel enthusiasts, and overall film buffs. We show no partiality to any one area — we cover each topic of the series in depth, as well as promote all new movie projects that each of the actors and filmmakers are associated with in their film careers in the form of movie reviews. We also promote the collectibility of *Back To The Future* merchandise & memorabilia, and new recordings by the artists who had cameo appearances in and performed music for the films. We also point fans in the right direction to the items they are looking for, whether it be a DeLorean, a poster, a pen-pal, or whatever their needs may be.

The author with his collection of BTTF memorabilia.

We are dedicated to offering up-to-date news on the series and its stars to our members, including exclusive interviews of as many of the celebrities as we can locate. So far, we have interviewed Bob Gale, *BTTF* Creator/Screenwriter/Producer; Thomas F. Wilson, who played "Biff Tannen" in all three films and in the rides; Jeffrey Weissman, who played "George McFly" in the two sequels; and Kevin Pike, who supervised the design and creation of the DeLorean time machine vehicle, along with all the Special Effects from the first film. We are always on the lookout for means of contacting the rest of the series' cast in order to interview them as well, investigating every lead so that we might bring our readers inside news from the stars themselves.

But the top priority of our fan club has always been, and will continue to be, to establish a large association of fans who love the series so much that they want to see it continued beyond its present state. Most fans of the *Back To The Future* series, as well as DeLorean buffs, all agree that they would love to see more of this series. Our never-ending goal is to convince Universal Studios & Amblin Entertainment that there is a worldwide desire by the movie-going public for *Back To The Future Part IV*. The common opinion among our membership is that if popular film series such as *Star Wars*, *Star Trek*, *Indiana Jones*, *Batman*, and the likes can continue, so can *Back To The Future*. A series as star-studded, intelligently & logically correct, and immensely entertaining such as *Back To The Future*, which also includes a classic design of a time machine, can inherently go as far and as long as there is an interest among its fans. Actor Christopher Lloyd was quoted last year in a magazine interview as being interested in donning the "Doc Brown" wig once again. As a group of dedicated and determined fans, we share his appeal for the character, and hope that our endeavors will someday come true.

CLUB ACTIVITIES

Operating a fan club and maintaining the interest of its members is not an easy task, as the fan club has been through a lot of hard times over the last two years. Lots of opportunities have come and gone, of which each were supposed to be our "big break." *TV Guide* from Canada once contacted us to spotlight our organization in an article they were doing on fan clubs of the U.S., but they never published the story. Universal had verbally invited our club to participate in the grand opening of *Back To The Future...The Ride* last summer at Universal Studios Hollywood, but were accidentally omitted from the invitation list at the last minute. We also have experienced the departure of our founding President, as Bob Boyce had become too busy with his job, his family, and other areas of interest to adequately operate a fan club any longer at the rate the club was growing.

Continued on page 29.

VIN 2147

HOW ARE YOU?

by me, as told to Jack Balderston

I was born in July, 1981. My birth certificate is right next to the driver-side door. My father was an American corporation. My mother was all the good workers at Dunmurry, Northern Ireland. So I have a dual citizenship. I was shipped, along with many of my brothers, to Long Beach, California, USA, and from there passed through a physical examination at Santa Ana to arrive in September at the adoption center named Allen Cadillac. I was the fifth of my brothers to arrive there. I didn't stay long, for Jack and Phyllis Balderston signed the adoption papers and I went to their house in Irvine, California, to live. I am now 103,000 miles old, approaching middle-age, but that is getting ahead of my story.

MY FIRST OUTING

My first outing was a shake-down drive of some 500 miles to San Luis Obispo and back. Everybody stared at me. My new parents stopped for lunch in Solvang and parked me on the main street. I remember tourists taking my picture, with various members of their family standing next to me. They all wanted to touch me; you should of seen the number of fingerprints. I thought them a badge of honor, but Jack and Phyllis rubbed them off so I would look pristine when we reached their son's house. Grandson, Shane, fell in love with me and he was not the last to vie for my affections. Davis, California, near Sacramento, was another destination for me during my first month.

As a youngster, however, my health was poor. In my first three months, I went three times to the medical clinic; ten times during the first year. The first time I went, my light and buzzer switches would not work and a rubber seal had cracked and was replaced. I had my first 3000-mile check-up in October when only one month old! Did you know it tickles to have your oil drained and replaced? I was one of the cars that had the radio antenna in the windshield and reception was terrible. Even I couldn't stand the static that dominated all but the strongest of radio stations. The clinic, which was

My first day home! I'm only 2 months old here.

part of Allen Cadillac, put in a rear power antenna, but you can still see the scar of my original windshield wires.

SEVERAL OPERATIONS

During this first year, I underwent several other operations that replaced my left seat belt, the A/C blower switch, a couple of other switches, the door lock relay and also adjusted the driver's door several times until the whooshing sound of passing air was no longer heard. The alignment of the rack and pinion was changed to meet a revised factory directive, but by that time my front tires had worn badly. There were several other corporate recalls that year. My health insurance policy covered me from birth through this first year and, fortunately, the clinic honored it although they were never reimbursed by my corporate father.

One of the stranger things that year was my velour headliners getting wet every time it rained. It got so bad that water actually dripped on my passengers. It took several trips to the clinic, but eventually they found that the velour material edge was protruding into the rubber seal at the top of the door and acting as a wick to draw water into my passenger compartment. A pair of scissors cut back the felt edge and fixed that.

On my first birthday, at 13,000 miles, my health insurance expired and for two years I went to a new clinic called Sun. It is no longer in business. During this time, my right torsion bar had to be replaced, speedometer cable rebuilt, windshield washer pump replaced, inner left door seal replaced, new radiator installed, master brake cylinder and slave clutch cylinder replaced, and new tires installed front and rear. That first set really wore fast. My first major check-up at age 30,000 miles replaced my oxygen sensor, plugs, belts and muffler heat shield. During these early years I was driven almost every day, if only to the bank, copy center or golf course. Golf clubs were a permanent fixture in my front trunk.

I'M A JOINER

In late 1982, my parents attended a meeting of a DeLorean Club started by Andy Weiss. The local paper had mentioned the meeting and noted that it was to be covered by the local ABC television station. This was the first that I had heard of any association representing my family. The meeting was held at a hotel some twenty miles from home and I was glad to visit with more than a dozen of my brothers and have my picture taken in the parking lot. My parents had expected to find a gathering of young hippies and were pleasantly surprised to meet young and middle-aged professionals who appeared to be quite conservative in demeanor. The discussion centered on the best tires to use on the car. Fortunately for my later social life, they kept coming to these meetings.

Here I am today, 13 years and 103,000 miles old.

One meeting, in early 1983, I visited the Merle Norman San Sylmar Car Museum, and this was followed by dinner at a local restaurant. Discussion at dinner centered on what purposes the Club should fulfill since the factory, by then, had closed. This led to the formation of the DeLorean Owners Association. My parents went to one or two dinners the new club sponsored, but waited a few months before joining to be sure this new entity would survive. They joined in September, 1983 as member number 85. I have been with them to many D.O.A. events since then. But I digress. This is my story, not theirs.

The most unusual event was when the rear end of the driver's door torsion bar came loose from its mounting and the door floated half open.

After my third birthday, I changed clinics to a nearby Center and was with them for the next two years. I was still not in the best of health. In 14 visits over this period, they replaced my gas struts, rack & pinion, fan fail relay, door lock solenoids, clutch, transmission shift pins, and the windshield washer motor. The most unusual event was when the rear end of the driver's door torsion bar came loose from its mounting and the door floated half open. I held on to it by only the front mounting, its rear edge leaning out some 18 inches from my body. In this condition I limped into the clinic who gazed in wonder, not having seen such a problem before. Fortunately, none of my limbs were broken and the door

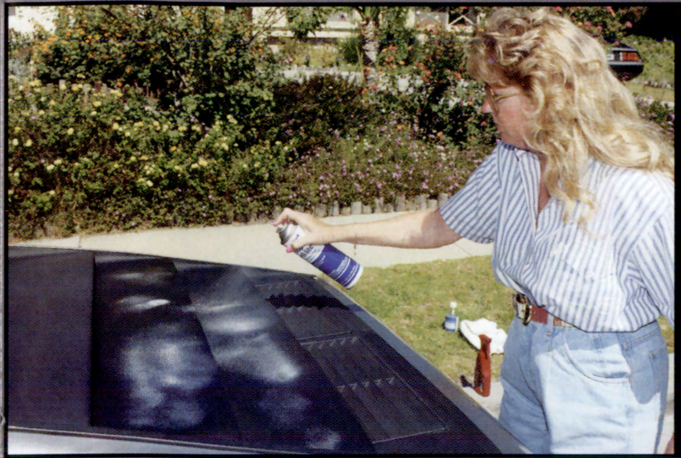
Continued on page 24.

DeLorean World Feature

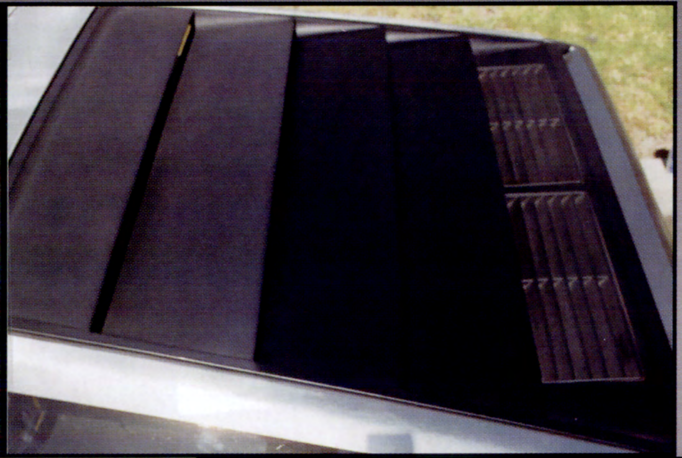
Cleaning Your DeLorean

by Dorothy Bradley Gates
photos by Robin McNeill

Everyone has their own method of cleaning their DeLorean. Here are a few of my tips for cleaning your car for shows, or just for daily driving.



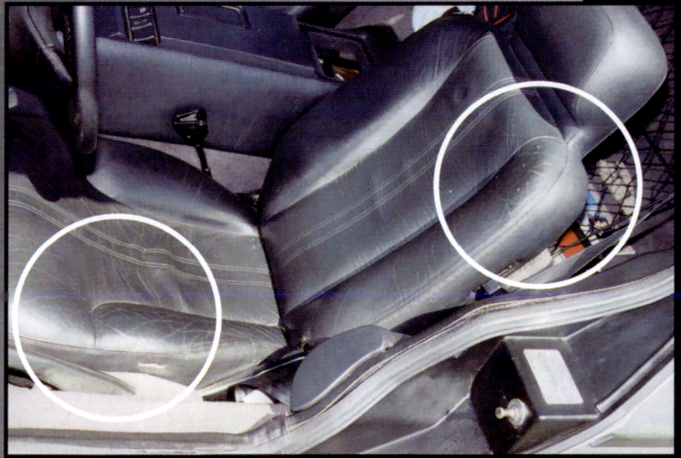
Author sprays stainless steel cleaner on louvres. ▶



◀ *Displays difference between treated and non-treated areas.*

▲ *Author Dorothy Bradley Gates applies stainless steel cleaner with the grain.*

▼ *Brian Gates applies stainless steel cleaner to lower black panels.*



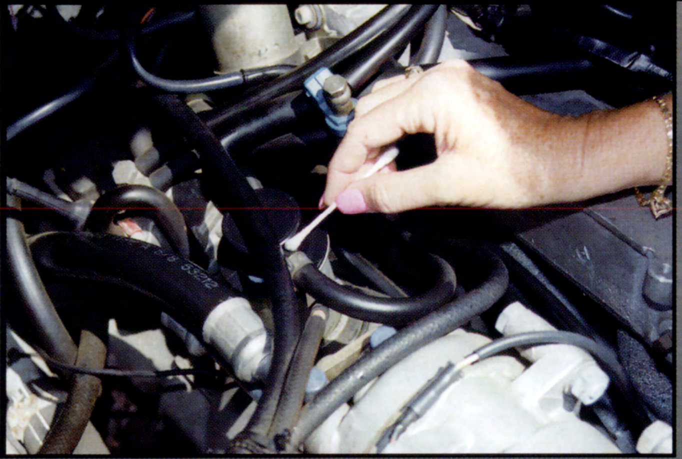
Leather cracking occurs when not properly treated. Notice circled areas. ▶

▲ *Editor Jack Balderston applies leather conditioner to all leather areas.*

WHEEL MAGIC

▲ *Section of a wheel cleaned by wheel cleaner.*

▲ *The author brightens up the engine hoses.*



▲ *A 'Q-Tip' is used for those tight spots.*

Cleaning Your DeLorean

Everyone has their own method of cleaning their DeLorean. Here are a few of my tips for cleaning your car for shows, or just for daily driving.

THE STAINLESS BODY

Try never to let water dry on your car, it makes it harder to clean. After your car has been detailed the first time, you can often use warm water and a chamois to give it a weekly wipe-down. To prepare it for the first time, use a foam stainless steel cleaner on your exterior. Spray it on a rag or directly on one portion of the car at a time, then wipe off. Always wipe with the grain of the car. Then wipe again with warm water to remove any leftover residue. It is just like your washing machine. One wash and two rinses gets most of the soap out.

WHEEL RIMS

My method to do the rims of your wheels is to spray with a hose, then spray on a foam wheel cleaner and leave it on for a few minutes. It will foam and drip down. Spray off with the hose. If there is still dirt in the rims, spray again with the wheel cleaner and use a little brush to get into the spaces. You won't have to scrub very hard, it should be very loose by now. Remove the cleaner with water and wipe off. Do one wheel at a time because you don't want the foam to dry and you don't want it to drip for too long on your tire.

BLACK MOLDINGS

Our DeLoreans have a lot of area that is supposed to be black (around the license plate, the louvers and the strip on the side of the car, just to name a few.) Please spend time on these. Otherwise, you have a shiny exterior and dull gray accent areas.

An "Armor All" type of product works well. Spray on a rag and wipe all the edges. The strip on the side of the car has sides to it and also an up and down edge. Don't forget these, you can really tell when someone does only the half-inch strip. If you have never tried "WD40", try it on your engine hoses for a car show. It makes them look extremely shiny and fresh looking. The down side is that it attracts dust. But for a show, you might want to try it.

For a show, please get down on your knees and look under the car. There are two black areas and they should both be cleaned. The judges do look there.

THE INTERIOR

Don't forget to vacuum the trunk and interior carpets and the shelf behind the seats. Judges look for lint, mud and stains. You may need to shampoo your carpets, but be careful you don't pull the pile up too much. The saying "Don't fix it if it ain't broke" applies here. Don't shampoo the carpets or clean the seats if they look fine. Just wipe off the seats with a warm water chamois to remove dust. Leather may need an occasional softening treatment and, perhaps, cleaning. On this subject, see the editor's note on pg. 23. Be sure you buff the seats with a soft rag afterwards.

THE ENGINE

The engine is the second least seen part of your car. The undercarriage is the least seen part. For car shows, the engine is one of the most important. If it is dusty, start by just wiping everything down with a dry rag.

My method to do the rims of your wheels is to spray with a hose, then spray on a foam wheel cleaner and leave it on for a few minutes.

If it is greasy, use a degreaser (WD-40 or a aerosol brake cleaner are excellent degreasers) or a cleaner like "Simple Green." Spray on a rag or directly on the greasy areas and wipe off. For small or hard to reach places use a "Q-Tip" to clean the area. The engine has many hoses and areas that need to be black and shiny, so spend some time here.

AND NOW FROM BRIAN

One other cleaning hint for you. For the past two years my husband, Brian, has been cleaning the DeLorean and has his own methods. He uses the stainless steel foam cleaner on all the exterior areas. It really shines the black areas and does not attract dust. We don't know if it will hurt the louvers and other features in the future, but for now it really looks good. Brian loves the foam because he can spray it on stainless steel and the black areas at the same time.

Our methods are basically very simple and we hope they can make your car cleaning easier.

Editor's Note:

When my car was less than a year old, I started to worry about deterioration of the leather, both due to heat and to age. I went to a store that sold only leather saddles and bridles for the local 'horsy' set. They recommended a product called 'Lexol' which I have applied about every six months to the seats, the door interior side panels, the front side of the dashboard, the hump between the seats, and even areas that I know are vinyl. The product is a little sticky while wet and needs a thorough rub down. Thirteen years and over 100,000 miles have gone by, and while the driver's seat now looks a little worn, the other seat and all the other leather parts look good as new!

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VIN 2147
HOW ARE YOU?

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was reattached and the nut firmly locked in place.

MY FIRST PARADE

In 1985, I was in my first parade. It was for St. Patrick's Day. This was great fun. Kids and adults clapped, cheered and said nice words to me as I and my brothers went by with our doors up. My parents were inside and so was "Dempsy," the little bear that Ed Bernstein had given the D.O.A. Board members while he was President. Dempsy wore a green hat and waved to all the children. I was in three more St. Patrick Day parades and a few other parades as well. These were always great, although my second radiator fan had to kick in because we were driving so slowly. Incidentally, I have never overheated, even in 100-plus degree weather going up hill with my air conditioner on.

On my fifth birthday, I reached 55,000 miles. A new clinic was opened and I started going there and, with one exception noted later, I still do.

I had been going to lots of local DeLorean Owners Association dinners, picnics, parades and the like. But the Association was becoming a nation-wide organization and meetings were taking place all over the country. During my fifth year, 1987, I went to both the Las Vegas and the San Antonio D.O.A. meetings. Las Vegas was but the first of three trips I made there. The San Antonio trip, however, was interesting because I developed a "ping" noise somewhere under the seats every time that I accelerated. This started in Arizona on the way to Texas. My parents could not figure out what this was about. We drove carefully to the meeting where Don Steger identified it as a bent trailing arm bolt. On the drive back, going bumpily on an under-construction, unpaved, rocky section of road while headed for Carlsbad caverns, the noise stopped! However, the trailing arm bolt was replaced when I got home.

I LET IT ALL HANG OUT

On the second trip to Las Vegas, I set a speed record that I will probably never break. The Club was caravaning from Victorville to Las Vegas with a pit stop at Baker. My parents, along with those in the Truscott's car, were the last in the pit. The other 30 or so brothers started out, but the two of us were not yet ready. It was Phyllis' turn to drive me. John Truscott started out ahead saying that he would catch up to the others and hold them at the next stop until I caught up to the group. Well, I didn't want to be alone at the rear. So I pulled out behind my brother that John was driving and stayed on his tail up and down the hills 'til we caught up just over the second rise. My speedometer goes only to 85 and was sitting on the pin. My brother told me that we were doing 120 at one point!

By the way, on that same part of that trip, I heard sirens behind me and saw flashing lights as we about to crest that second hill. Just as we got over, the Highway Patrol came into sight, saw the row of 30 identical silver beauties and, not knowing which ones he had followed, gave the ticket to a Lincoln that had dared to commingle with my brothers.

On the third trip to Las Vegas, I stopped at the "Chicken Ranch" on the way back from our rallye. Two of the girls sat in me. For free. That was fun.

But this article is about my health, so back to that subject. During my second major check-up – the 60,000 mile one – my idler bearings were replaced, also both trailing arm bolts. I also got new front tires about this time. Before my sixth birthday, I got a new leather gearshift gaither and another new set of trailing arm bolts. Also the latch pin to the front hood broke and the clinic had to do some fancy calisthenics to open it up. In my seventh year, my operations included replacing my windshield washer hose, front swaybar bolts, light switch, water hoses, the master clutch cylinder and the water header bottle. The bottle burst with a loud bang and a huge cloud of steam rose from my rear end while I was on the freeway driving to one of my parent's clients. I limped a couple of miles into the client's parking lot and was towed ignominiously some 50 miles to the clinic to get a metal bottle.

In my eighth year, the steering U-joints were replaced, I got a new Sony radio, new gas struts for the rear louvers, all brakes were replaced, also all radiator hoses, axle seals and crank case seals.

My ninth year, 1989-90, was the most extensive, medically speaking. My 90,000 mile check up was done at a more distant clinic and I was in the hospital for almost a week. Operations included replacing the oxygen sensor, the A/C blower fan, various hoses, the thermister, console mode switches, front and rear shock absorbers, speedometer cable, water pump, fuel pump and installing the relay update kit. Later that year I got new rear tires, another new speedometer cable and a fix to the left front radio speaker that was dead.

OOPS

Two dents were made to my otherwise pristine body at about this time. One resulted when I dropped my front hood while my father was holding a glass dish of lasagna for a pot luck. The hood hit the dish which hit my left front fender and shattered. A small impression, about the size of a dime, but quite visible.

Continued on page 36

TORQUEING YOUR TRAILING ARM BOLTS MAY NOT BE ENOUGH

by Nicholas Kemp

Even though you are religious about torqueing your trailing arm bolts, you may not be getting them tight. How can that be? In the process of disassembling my DeLorean to repair the rusted frame (a subject of many other discussions), I became aware of how and why simply torqueing the bolt is not a complete service of this assembly.

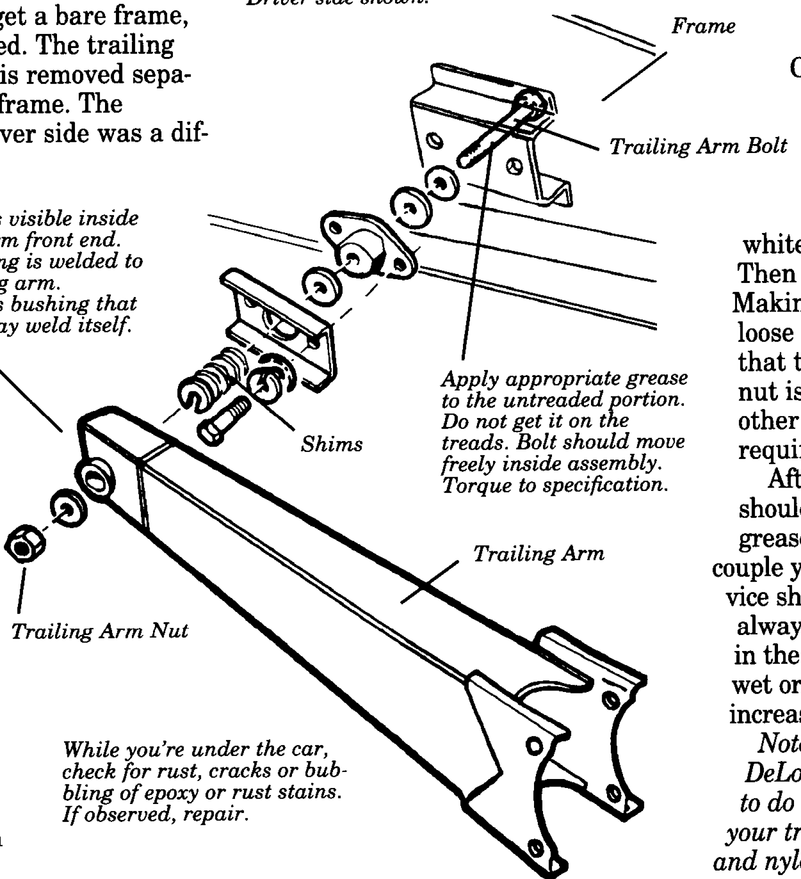
As part of the disassembly to get a bare frame, the trailing arms must be removed. The trailing arm nut is removed and the bolt is removed separating the trailing arm from the frame. The passenger side went well, the driver side was a different story. See accompanying Diagram for further details.

The trailing arm bolt would not come loose from the trailing arm. Penetrating oils, impact wrenches, hammers, a heat gun, a sledge hammer and combinations of the above were all tried. That bolt was frozen and nothing was going to budget it.

If it could be removed from the frame, maybe it could be loosened with the help of the vice. The complete bushing assembly was removed and the trailing arm was moved to the vice. Once again all the above techniques were tried with no success. The trailing arm assembly and the trailing arm bolt were frozen together, probably due to rust.

Considering how secure the bolt was in the trailing arm bushing, imagine what happens as the nut is tightened to specification. All force applied by the nut as it is tightened was being applied to the inside of the bushing. None of the force was being transferred to the other end of the bolt which is required for a secure assembly. For that matter, the other end of the trailing arm bolt could be rattling around, loose in the fitting, and the nut would have been torqued to specification.

Driver side shown.



Bushing is visible inside trailing arm front end. The bushing is welded to the trailing arm. It is to this bushing that the bolt may weld itself.

Apply appropriate grease to the untreaded portion. Do not get it on the treads. Bolt should move freely inside assembly. Torque to specification.

While you're under the car, check for rust, cracks or bubbling of epoxy or rust stains. If observed, repair.

When servicing the trailing arm bolt, make sure the bolt is loose in the assembly. Carefully remove it, clean and check it for trueness replacing if necessary, coat the unthreaded portion with white grease and reinsert. Then torque to specification. Making sure that the bolt is loose in the bushing assures that the force applied by the nut is transferred to the other end of the bolt as required.

After the first time, it should not be necessary to grease each time. Once every couple years under normal service should be enough, but always make sure it is loose in the bushing. If you are in wet or salty environments, increase the service interval.

Note from Stephen Wynne, DeLorean One - "If you want to do it yourself, check out your trailing arm bolts, shims and nyloc nuts to make sure they are secure and not bent. Twist the bolt head and watch the large snub washers. If the washers move in any way (up, down or horizontally), replace the bolt, and the nyloc nut now!"

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BACK TO THE FUTURE

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Plans are underway to get a higher recognition from Universal Studios and from the entire fan arena. Advertisements are being placed in publications with wide circulations in attempt to locate fans. New contacts at Universal have been made and are being developed. This insures that the studios will gain a deeper appreciation for the fans who have helped make Universal Studios one of the most successful movie companies in the world. Other fan clubs and organizations have been contacted to help cross-promote each other's honoraries. Our initial contact was made with the DeLorean Owners Association and remains the most helpful organization we have encountered yet. We've had a lot of success with members of the DeLorean Owners Association, and we've valued the experience and insight into the DeLorean that each of our new members have brought with them. We also have recently been in contact with clubs and organizations that promote the careers of Michael J. Fox, Steven Spielberg, ZZ Top, and many others who are also interested in "networking" members with each other's organizations.

There is so much potential for the series to continue to flourish well into the next century...

1995 is a big year for *Back To The Future* fans, as it will mark the 10th Anniversary of the first film's release. There has been some interest generated by members of the fan club to hold our very first gathering in early July to commemorate this glorious event, either at Universal Studios Hollywood or Universal Studios Florida. Initial plans are to get together at one of the two parks, if for anything but just to ride *Back To The Future...The Ride* as a group, make purchases at the *Back To The Future* gift shop, and discuss "the future".

There is so much potential for the series to continue to flourish well into the next century, as the future holds a lot for *Back To The Future* if Universal Studios is willing to continue their popular franchise.

Many movies are finding themselves transformed into interactive multimedia games. *Back To The Future* certainly seems to be a likely candidate for a CD-ROM interactive game (Jurassic Park has already been introduced onto the multimedia market by Universal).

With the popularity these days of "Director's Cut" video marketing, *BTTF* fans pray that the three films will soon be released with added footage missing from their theatrical and video releases. There are literally dozens of scenes from the three films that still lie on the cutting room floor. Did you know that the role of Marty McFly was originally filled by actor Eric Stoltz in the first *Back To The Future* film, and over six weeks of filming was completed before Michael J. Fox was brought in to take over as Marty? One third of the movie was filmed with Stoltz, but none of this footage has ever been seen! Fans are dying to see what would have been had the filmmakers continued filming, and we all hope to see this footage released someday in a "Collector's Edition" version of the films.

We await the rest of the existing *Back To The Future* series' release onto the home video market over the course of the next few years. One item of big interest to fans is the hope that the entire footage from the 25 minute *Back To The Future...The Ride* themepark attraction, a logical extension of the films' storyline and practically a "sequel" in its own right, will also find its way onto home video in the not-too-distant future.

A Saturday morning children's show, *Back To The Future - The Animated Series*, ran for two seasons on the CBS network from 1991-1993. Twenty-six episodes in all were produced, of which 18 episodes have already been released onto the home video market. Our hopes are that the remaining eight episodes will also be released soon in order to complete that series' run.

Yet, the biggest compliment to *Back To The Future* fans worldwide would be for us all to see Doc Brown & Marty McFly with their time-traveling DeLorean at least one more time on the silver screen. That's one of the biggest reasons why the fan club is here, and it is likely that our group will remain together long after it happens. It is as if all our futures depend on it.

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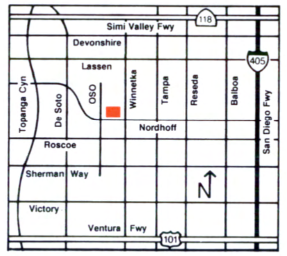
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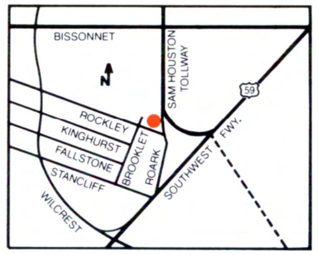
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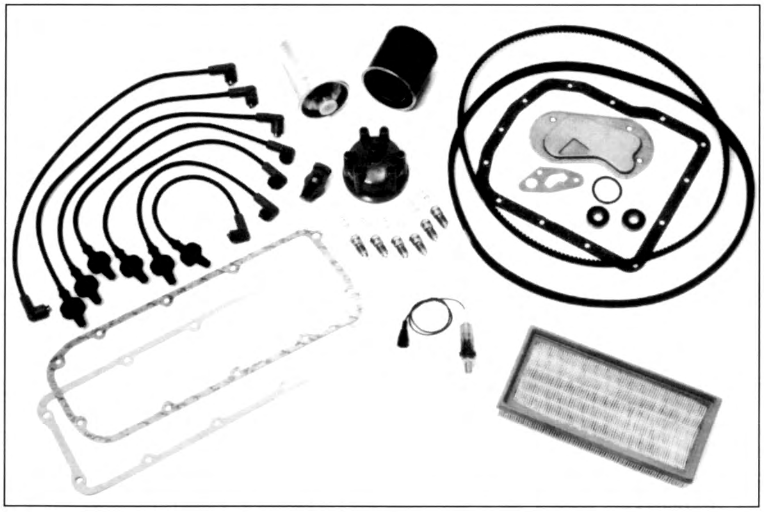

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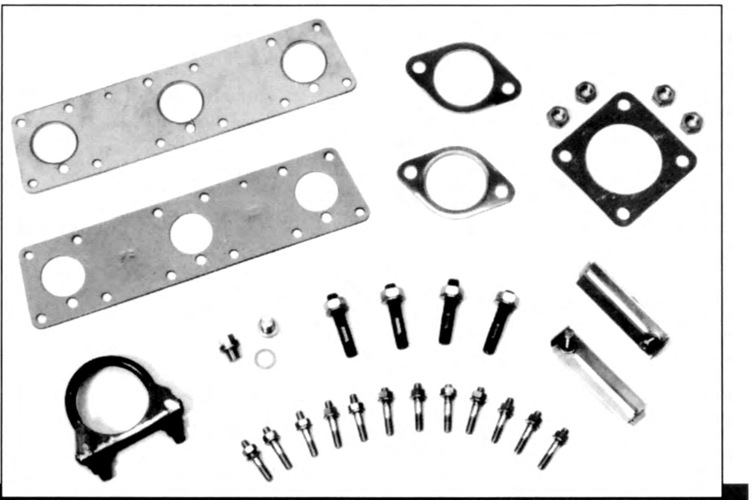

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MEMBER

GRUELING IS HARDLY THE WORD

continued from page 13

On the last track of the circuit, Waterford Hill in Michigan, as I was coming out of the last turn and into the straight-away, I engaged the nitrous bottle and came into Turn One too fast. As I braked, the car began to spin. All I could see was the car sliding into a wall of tire barriers. My fear, fortunately, was unfounded; I did not hit the wall. I immediately recovered from my fear of spinning out and, knowing what to do, I drove off the grass shoulder back onto the track and finished my two laps. I got cheers from the people as I reentered the pit area.

I won four of the track races, but on the fifth at Phoenix, which was a bracket race, I redlighted (left the starting mark too soon). This cost me any chance of a trophy. Although my DeLorean did not win the Sports-American class, all four of us finished the race. Two of the Sports-Imported cars were among the four that did not finish. One blew an engine and the other was involved in an accident with a dog.

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When the grueling trip was over and the closing banquet was held at the Race Rock Motor City Diner, we all exchanged phone numbers so pictures could also be exchanged. Trophies were given to the winners. A check for $10,000 was given to the Ronald McDonald House, which is the benefit for which the race was established. Everyone wanted to know who will be back next year. Most wanted to, including me. And I hope to see other DeLoreans there next year.

Editor's Note:
For other articles on DeLoreans in earlier One Lap of America races, see "Run with the Big Dogs", Vol 7, No. 3 and "One Lap Once More" and "One Lap for Kids" both in Vol. 8, No. 2

VIN 2147
HOW ARE YOU?

continued from page 24

My local clinic hammered it out and I can't find the spot anymore although I know exactly where it was. The other dent came to the right front fender when a van, who could not see my low silhouette, slowly backed out of a parking space and gently hit my fender. The clinic took care of this also.

My tenth year was better. I made only four trips to the clinic. My driver's seat was coming loose and was tightened in place, my body was buffed – you don't know how good this massage feels, the front rotors were turned, shift bushings replaced, a leaking engine seal replaced, the front gas struts replaced and also the left door lock replaced. I got new floor mats and a new head liner; all that water years ago had taken its toll of the headliners. My eleventh year saw only two visits to the clinic. The left window motor went out and was replaced and the window track was realigned. The fan motor was repaired and spark plugs replaced; also, once again, the speedometer cable. As my eleventh birthday approached, I reached the 97,000 mark. By now, I was slowing down and traveling less than 5,000 miles a year.

I REACH 100,000 MILES

The twelfth year also saw only two clinic visits. My brake master and booster cylinders were replaced, also the thermal timer and front fan condenser and clutch master cylinder. An oil leak had developed – the first one in my lifetime and that was fixed. But at the end of this year, close to my twelfth birthday, I passed the 100,000 mile mark and joined the D.O.A.'s 100,000 mile roster of cars. I can claim to be one of the few to have reached this point. I can't brag, though. I know of one brother who has passed 250,000 and looks great!

My thirteenth year is coming to a close as I dictate this to my father. My mother died last year. I had my fourth major checkup early because it had been over three years since the last one. My leather seats are tearing and must be replaced soon. I am 103,000 miles old, and going strong. I will be in Las Vegas in 1995 and expect to make at least one trip to Northern California this year. What is senior citizenship for a car? 200,000 miles? 500,000 miles? I don't expect to see the latter, at least not in my father's lifetime, but I do expect the former. I have as much fun driving now as I did when I was a baby. People don't stare like they used to. But kids still look at me and tell me I'm "cool." My brothers are acquiring new fathers, generally younger ones. It is still fun for us to meet each other and honk.

Well, I must stop. It is time for dinner at the Shell station.

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Volume 12, No. 2 Apr. 1, 1995

A CALL TO ALL DELOREAN GOURMETS

We would like to put together an Easy Gourmet Cookbook with and for our DeLorean Owners Association friends and families. Please send me your favorite, easy, fool-proof recipes.

Marcie Haug,
Products Director
DeLorean Owners Association
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Glendale, CA 91208
(818) 547-3638

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If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0-60 mph .... 6.3 seconds
- Top Speed .... 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending
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THINK TWIN TURBO.

INSTALLATION FACIILTIES:

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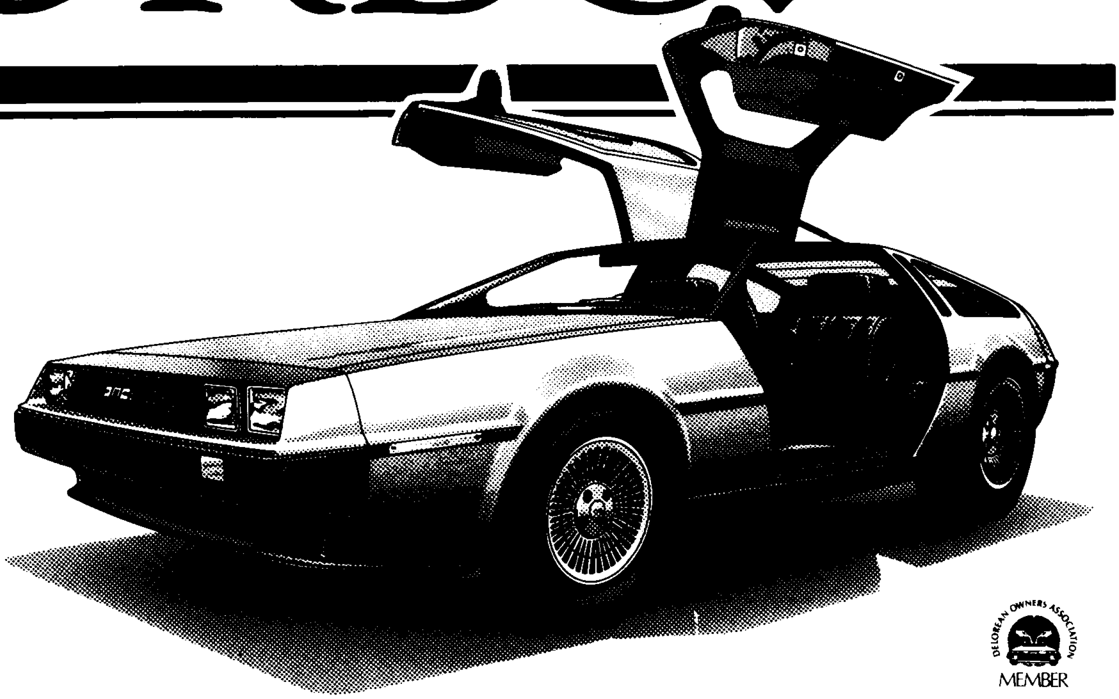

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DELOREAN OWNERS ASSOCIATION
MEMBER

ARE YOUR STRUTS OUT OF GAS?

If you own a DeLorean, you've had door or louvre strut problems. At best they're an annoyance. At worst, they're dangerous.

That's because the original, factory-issued struts are nearly thirteen years old now and they've lost a lot of their gas. In fact, even if you installed a "new" factory strut yesterday from old inventory, it wouldn't be safe for long.

Several years ago, we started searching the world (yes,the world) for new struts that were equal-to or better than the originals. We finally had to have them made specially.

Our new struts will make your life a lot easier and safer.

NOTE: Adjusting doors has resulted in a lot of damaged cars. Many of these adjustments could have been avoided by simply replacing the tired struts. **Do not adjust doors before replacing the struts.**

D600592	DeLorean One new extra-duty door strut	**$66.96**
D6LGSTRT	DeLorean One lifetime guarantee louvre strut	**49.63**
D605063	DeLorean One new luggage compartment strut	**49.89**
D6STRCMB	DeLorean One 6 gas strut combination set 2 door struts 2 lifetime guarantee louvre struts 2 luggage compartment struts	**298.97**

shipping 8.90 pair or 12.90/set of 6

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